

**Public Works and Capital Projects
October 15, 2020**

CAPITAL STREET PROJECTS – CITY FUNDED

2020 Selective Slab Replacement A – At its March 2, 2020 meeting, City Council approved a contract with Amcon Municipal Concrete in an amount not to exceed \$1,100,000. The project has been completed, under budget. There were 16,772 square yards of concrete pavement replaced as part of this project. Streets included: Schoettler Estates Drive, Mistflower Glen Court, Greystone Manor Parkway, Bonhomme Fork Court, Horse Run Court, Bonhomme Bluff Court, White Robin Court, Greycliffe Drive, and Bonhomme Ridge Court, as well as a trench grate on Bonhomme Ridge Court.



Crack Sealing Project – Bids were opened for the 2019 Crack Sealing Project on October 10, 2019, with Sweetens Concrete submitting the low bid of \$56,869. City Council approved a contract with Sweetens at its October 23, 2019 meeting, in an amount not to exceed \$70,000. The project was completed, under budget, in early May.

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2020 Selective Slab Replacement B – At its March 2, 2020 meeting, City Council approved a contract with J.M. Marschuetz in an amount not to exceed \$1,100,000. This project has been completed, under budget, with only minor punch list items remaining. There were 17,318 square yards of concrete pavement replaced as part of this project. Streets included: Greenleaf Valley Drive, Chesterton Lane, Joyceridge Drive, Stonebriar Ridge Drive, and Barons Way Drive.



Schoettler Road Improvements (Clayton to Georgetown) – This project improved Schoettler Road from Georgetown Road to Clayton Road. Improvements included a center turn lane from Georgetown Road to Schoettler Grove Court, a designated right turn lane near Clayton Road, a new sidewalk on the east side of Schoettler Road, and a new asphalt riding surface. A public meeting was held on March 4, 2020 at City Hall, during which City Staff answered questions and provided information regarding the project and the one-way lane restriction. City Council approved a contract with the low bidder Gershenson Construction on March 16, 2020 in an amount not to exceed \$990,000.

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Work on the Schoettler Road Project began on April 29, 2020, with the one-way southbound restriction being implemented on that date. Schoettler Road was reopened to two-way traffic on July 14, 2020. Paving was completed on September 4, 2020 with striping and sodding completed on September 11, 2020. This project is now substantially complete, with only minor punch list items remaining.

As part of this project, a concrete median was constructed just south of Schoettler Grove. The median, which replaces the previous double yellow striping, has been implemented as a safety measure and to separate the turning movements for Schoettler Grove / Amberleigh and the dual left turns onto Clayton Road. Due to concerns about reduced storage capacity at Clayton Road, the size of the island was reduced. We will closely monitor this area and make additional modifications if necessary.



2020 Wildhorse Parkway Bridge Deck Concrete Overlay – The approved 2020 budget includes \$350,000 for a bridge maintenance project to rehabilitate the existing deck on the Wildhorse Parkway bridge over Bonhomme Creek. This project was scheduled for construction this year but has been delayed due to financial concerns associated with COVID-19. It is now anticipated that this project will be constructed in 2021.

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Old Chesterfield Road – This project includes the replacement of a deficient culvert and the construction of an asphalt overlay on Old Chesterfield Road between Wild Horse Creek Road and Baxter Road. In 2017, City Council approved a contract with Oates Associates for design services required to reconstruct the deficient culvert under Old Chesterfield Road. Design was completed in 2018, and all necessary easements / right of way were acquired in 2019. A public meeting was held on March 4, 2020 at City Hall during which City Staff answered questions and provided information regarding the project and the necessary road closure.

Bids for this project were opened on April 7, 2020 with Gershenson Construction Company submitting the low bid. City Council approved a contract with Gershenson on May 4, 2020 in an amount not to exceed \$550,000. Work commenced on June 2, 2020 as the section of Old Chesterfield Road between the entrance to the Chesterfield Mobile Home Park and Ameren’s power substation located at 16618 Old Chesterfield Road was closed to thru traffic. Access to all properties on Old Chesterfield Road was maintained throughout the project via detour and signage. Paving was completed on September 8, 2020 and Old Chesterfield Road was reopened to traffic on September 9, 2020. Fencing has been installed around the new culvert. Guardrail installation is scheduled for the week of October 19, 2020. Otherwise this project is substantially complete with only minor punch list items remaining.



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CAPITAL STREET AND SIDEWALK PROJECTS – GRANT FUNDED

Wilson Avenue Asphalt Overlay – City Staff prepared a 2020 Surface Transportation Program (STP) grant application to fund a pavement preservation project on Wilson Avenue from Chamfers Farm Drive to Wild Horse Creek Road. The overlay limits excluded the segment of Wilson Avenue that was recently improved during the 2018 culvert replacement project, as well as the existing concrete pavement section. The project scope included base repairs (as necessary), asphalt milling and overlay, and pavement striping. The application was submitted to East-West Gateway on February 12, 2020, but the City received notice in May that the project was not recommended for funding by East-West Gateway. On October 8 the Planning and Public Works Committee authorized Staff to revise this grant application for 2021 to include a more substantive reconstruction of the northern portion of Wilson Avenue. Public outreach for that project will begin soon.

Schoettler Road Asphalt Overlay – City Staff prepared a 2020 Surface Transportation Program (STP) grant application to fund a pavement preservation project on Schoettler Road from Georgetown Road to South Outer 40. The project scope includes base and curb repairs (as necessary), asphalt milling and overlay, pavement striping, and upgrades to ADA curb ramps. The application was submitted to East-West Gateway on February 12, 2020, but the City received notice in May that the project was not recommended for funding by East-West Gateway. This project will remain in the Capital Projects five-year plan. A future grant application is not anticipated at this time.

Schoettler Road Sidewalk – City Staff submitted a Transportation Alternatives Program (TAP) grant application on August 20 to construct sidewalk and crosswalks on Schoettler Road. If approved, the project would fund approximately 1,500 linear feet of sidewalk on the east side of Schoettler Road from Windsor Valley Court to Greenleaf Valley Drive. There is currently no sidewalk on either side of Schoettler Road in this area. The estimated cost of this project is \$1 million, with the grant potentially funding 65% of the total cost. We will be notified later this year if the grant is awarded by East-West Gateway. If the City is awarded the TAP grant for the sidewalk extension, Staff will host an open house to inform the public about the project and get input prior to finalizing plans.

In conjunction with the grant detailed above, City Staff is reviewing the feasibility of converting one lane of the Schoettler Spur Road from vehicular traffic to a pedestrian/bike path for travel between Schoettler Road and Chesterfield Parkway. The intent is to connect this path to the existing pedestrian network on Schoettler Road by constructing a new sidewalk on the west side of Schoettler Road to the south side of Chesterfield Pines Lane. If the

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City is awarded the Schoettler Road Sidewalk TAP grant, Staff will solicit feedback from residents for the Spur Road improvements as part of the larger Schoettler Road sidewalk project. Please note that if the City were to proceed with this portion of the project, it would need to be funded via the City's Capital Projects Fund as this is not eligible as part of the grant submittal.

SIDEWALKS AND TRAILS

2020 Sidewalk Replacement Projects – Due to the Emerald Ash Borer (EAB) crisis, City Maintenance Staff has been re-allocated to focus on tree removal. Accordingly, City Council has approved the EAB Action Plan whereby annual contractual sidewalk funding will be approximately \$500,000 (\$535,000 in 2020).

2020 Sidewalk Replacement A – This project corrected sidewalk deficiencies in Spring Hill Bluffs, Countryside at Chesterfield, Baxter Oaks, Conway Springs, a portion of the Baxter Lakes Addition 2 subdivision, and Sycamore Hill Court. City Council approved a contract with Raineri Construction at its March 16, 2020 meeting, in an amount not to exceed \$335,000. Construction began on May 7, 2020. This project is currently 99% complete with only final paperwork from Raineri remaining.



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2020 Sidewalk Replacement B – This project addresses miscellaneous sidewalk deficiencies throughout the City of Chesterfield, primarily identified through Work Orders and Requests for Action (RFAs). City Council approved a contract with Amcon Municipal Concrete at its April 22, 2020 meeting, in an amount not to exceed \$200,000. Construction began on June 5, 2020. This is anticipated to be a year-long contract.

2020 Sidewalk Replacement C – This project was intended to address miscellaneous sidewalk deficiencies throughout portions of the City of Chesterfield utilizing a mudjacking process. This project will not be constructed in 2020 due to financial concerns associated with COVID-19.

Accessible Ramp Improvements (CDBG-2019) – This project involved the reconstruction of 17 ADA compliant sidewalk ramps in the Westbury subdivision. City Council approved a contract with Sweetens at its March 2, 2020 meeting in an amount not to exceed \$41,900. This project was entirely funded through the CDBG Program, administered by St. Louis County. Construction began on June 1, 2020 and was completed on June 30, 2020 at a total cost of \$34,415. Please note that this is considered a 2019 project, but the CDBG funding was not released by St. Louis County until 2020.



Monarch Chesterfield Levee Trail Phase V – This project (Baxter to I-64) is complete. Due to concerns about the safety of the section of trail which passes under I-64 in close proximity to Bonhomme Creek, the trail has been closed just south of I-64. This section will remain closed until the next phase (Phase VI - see next page) is constructed.

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Monarch Chesterfield Levee Trail Phase VI – This section of the Levee Trail extends from just north of I-64 to the northeast corner of Top Golf. The Levee District originally had a project planned for 2019 to add fill and improve this section of the Monarch-Chesterfield Levee. Bids were accepted by the Levee District last summer, but all bids were rejected due to the high cost of import fill from all bidders. Unfortunately, there is no current schedule for the Levee District project. However, the Levee District is currently stockpiling dirt for this project on property it owns near the western entrance to the CVAC. The City’s Levee Trail cannot be extended in this area until after the Levee District project is complete.



KDG, the City’s design consultant for the Levee Trail, has incorporated the Levee District grading project design into the design plans for Phase VI of the Levee Trail. Phase VI will also include a complete redesign and reconstruction of the Phase V segment of the existing trail under the I-64 overpass, referenced above. The new design will eliminate the steep grade, improve safety, and correct existing erosion problems. The City of Chesterfield City Council has approved new ten-year License Agreements between the City and MoDOT, which permit the City’s use of MoDOT right-of-way for the trail under the I-64 bridges on the west and east ends of Chesterfield Valley. Said Agreements have been forwarded to MoDOT and we are awaiting their execution.

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The Levee Trail plans have been approved by the Monarch-Chesterfield Levee District, Army Corps of Engineers, and MSD. MoDOT is requiring an additional easement across the Levee District property on the south side of I-64 for access to the underside of the I-64 bridge. The easement document has been forwarded to Monarch-Chesterfield Levee District and was approved at its September 14, 2020 board meeting. Once Staff receives the executed easement document from the Levee District, it will be recorded with St. Louis County and forwarded to MoDOT for final plan approval.

It is important to note that the Monarch – Chesterfield Levee is located on private property and the City has no right to construct a trail on the Levee without an easement. Accordingly, City Staff will be working with the three affected property owners in order to acquire the easements necessary to construct the Levee Trail extension. Notice of Acquisition letters were sent to the three property owners in early August. The letters included a description of the proposed project, the property owner’s rights, and monetary offers based upon property appraisals. Title reports were also ordered for each of the properties to ensure that all owners of record are properly notified. Once received, 60-Day letters will be sent to each property owner via certified mail.

Monarch Chesterfield Levee Trail (Pump Station 4 and 6 Backflow Prevention Construction) – The Monarch-Chesterfield Levee District has recently replaced stormwater pump discharge pipes and constructed improved backflow prevention structures at Pump Station 4 and Pump Station 6. This project necessitated the closure of the Levee Trail at both locations. Work on Pump Station #4 began on January 14, 2020 followed by work on Pump Station #6 on January 20, 2020. The work at both pump stations has been completed. The associated trail repairs have also been completed and the trail was reopened at both locations on July 10. This project is complete.



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Riparian Trail – As part of an agreement between St. Louis County and the City of Chesterfield, St. Louis County agreed to leave four / five lanes of traffic on Baxter Road, with no dedicated bike lane. In return, the City agreed to pursue construction of Phases Two and Three of the Riparian Trail. The aforementioned phases of the Riparian Trail begin at August Hill Drive, head north through Central Park, cross Wild Horse Creek Road, and terminate at Old Chesterfield Road. City Staff submitted a grant application for this project through the Transportation Alternatives Program (TAP) on June 19, 2017. In October of 2017, City Staff was notified that the East-West Gateway Board of Directors approved this project for funding. The total project cost is approximately \$1.5 million. With an approved grant funding of nearly \$1 million (maximum allowed), the net project cost will be approximately \$500,000. However, all project costs outside the grant will be funded through the Chesterfield Valley Transportation Development District (TDD). There will be no net cost to the City. Execution of a Program Agreement with MoDOT and execution of a design contract with George Butler and Associates (GBA) were authorized by City Council on March 19, 2018.



On April 2, 2018, City Council authorized an Amendment to the Contribution of Land Agreement with Chesterfield Village Incorporated (CVI) in order to acquire the land necessary to construct a portion of the Riparian Trail, and the closing documents with CVI were signed by the City on June 20, 2019.

Preliminary Engineering plans and Right-of-Way plans have been approved by MoDOT. Construction was originally planned to commence in late summer of 2020. However, a developer is actively pursuing plans for the portion of Downtown Chesterfield around Lake 3, which will include construction of the Burkhardt Place extension and signalization of the Burkhardt Place/Wild Horse Creek Road intersection. In order to allow for necessary coordination with the developer on design of the trail crossing at the new signal, Staff submitted a project extension request to East-West Gateway in May. On June

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24, the East-West Gateway Board of Directors approved the project extension request. The final Plans, Specifications, and Estimate (PS&E) for the trail will be revised to coordinate with the Burkhardt extension and Wild Horse Creek intersection plans. Construction of the Riparian Trail will likely commence in the summer of 2021.

MISCELLANEOUS PROJECTS

River Valley Drive Closure – Pavement undermining problems persist on the northern portion of River Valley Drive. In late 2019 Staff discovered additional mud being deposited on the road near the River Valley Drive cul-de-sac. It does not initially appear that the current problem is related to the previous utility work. However, water is continuing to flow under the pavement, transporting mud down the hill where it eventually daylights along the western edge of the River Valley Drive pavement and crosses the concrete cul-de-sac. It appears the problem is being caused by the steep grade of River Valley Drive and fractures in the paved swale along the eastern side of the road. Engineering Staff is investigating the problem and working on possible solutions. One viable alternative is an asphalt full depth reclamation project, whereby the existing asphalt and base would be reworked and repurposed as a subgrade for a new asphalt roadway. Due to the current problems and investigation, the asphalt overlay of River Valley Drive originally budgeted for 2020 has been postponed. A corrective project will be included in the 2021 Budget submittal.

Brandywine NID – On January 7, 2019 City Council approved a pre-application petition from the Brandywine subdivision for establishment of a Neighborhood Improvement District (NID). This NID is intended to reconstruct the private streets within the Brandywine subdivision. Brandywine submitted its final petition in September 2019, with an approval rate well above the required 66%. Bids for the project were opened on February 18, 2020, with JM Marschuetz Construction submitting the low bid of \$905,747. On March 2, the City of Chesterfield City Council approved Resolution 458 formally creating the NID. On March 16, City Council authorized the project, including a contract with JM Marschuetz in an amount not to exceed \$1,000,000. The project is being managed by City Staff and construction has been substantially completed, under budget, with minor punch list items remaining. There was 15,666 square yards of concrete pavement replaced as part of this project.

Public Works Facility Roof Replacements – This project involves the replacement of the roofs on the material storage building and equipment storage building at the Public Works Facility. Bids were opened on April 7, 2020 with Glandt Roofing submitting the low bid of \$69,882 (substantially

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under budget). City Council approved a contract with Glandt Roofing on May 4, 2020 in an amount not to exceed \$76,900. Notice to Proceed was issued on June 5, 2020; however, the contractor was delayed due to members of his crew contracting COVID 19. Work began on this project in August and was substantially completed in mid-September, with minor punch list items remaining.

City Hall Lighting Improvements – In response to concerns about low lighting levels in the City Hall parking lot, the City obtained a photometric analysis of the existing parking lot lighting levels. The photometrics confirmed that the existing lighting generally conforms to current City requirements. However, there are areas where lighting could be enhanced. Additionally, the overall parking lot lighting could be improved by upgrading to more energy efficient LED fixtures.

City Staff has contracted with McClure Engineering to design enhancements to the existing exterior lighting at City Hall and provide plans and specifications suitable for bidding and construction. McClure Engineering is also reviewing the City Hall interior lighting for energy efficiency. Both the interior and exterior lighting design projects are nearing completion and lighting project(s) could potentially be constructed in 2021, subject to City Council approval.

Sewer Lateral Program – In the month of September, the City of Chesterfield received nine applications for sewer lateral repair, eight of which were approved. Since January 1, 2020, the City has received 81 applications for repair, of which 72 have been approved.



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Street Tree Inspections and Removals – During the month of September, the City of Chesterfield received 139 requests for street tree inspections. These inspections resulted in the approval for removal of 114 trees. Based upon previous inspections, the City of Chesterfield managed the contractual removal of 35 street trees (28 non-Ash and 7 large White Ash) as well as the grinding of 140 stumps during the month of September.

Residential Street Tree Planting Program – As part of the fall planting, the City of Chesterfield received 280 applications for a total of 379 new street trees. Installation of the new street trees will likely begin in late October once consistently cooler temperatures persist in the area.

Emerald Ash Borer Preparedness Plan and Action Strategy – During the month of September, 94 Ash trees were removed by Public Works maintenance personnel. There are approximately 2,100 Ash trees remaining, which are all scheduled for removal over the next three years.



Flood Insurance Rate Map Updates – The State Emergency Management Agency (SEMA) is in the process of updating the Flood Insurance Rate Maps (FIRMs) and Flood Insurance Study (FIS) for St. Louis County. SEMA and its consultant (Wood Engineering) provided an introductory presentation on the new maps to municipal representatives in August of 2018. Based upon this information, the City sent postcard notifications to all property owners within 200 feet of a proposed floodplain/floodway change in September 2018. This allowed property owners to view the proposed changes and provide additional information and comments on the changes. SEMA held additional meetings in January of 2019, at which time they announced that Preliminary FIRMs were

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expected to be completed in the summer of 2020. On September 30, 2020 SEMA issued a revised schedule for issuance of the Preliminary FIRMs. The preliminary map issuance date is now tentatively set for February 19, 2021. Once the Preliminary FIRMs are issued, there will be a formal comment period of 90 days during which appeals can be submitted by those affected by the proposed map revisions. New effective FIRMs are expected to be formally issued in approximately two years. Details on the new maps and the information from SEMA are located on the City's website. We will continue to update the website, and this report, as we obtain additional information.

Yarmouth Point Drive – The Missouri Department of Transportation (MoDOT) is constructing a stormwater improvement project on South Outer 40 Road. This project will address ponding water at the intersection of South Outer 40 and Yarmouth Point Drive, directly in front of the entrance to the Chesterfield Hill subdivision. To resolve the ponding water problem, MoDOT will regrade the intersection and install five new stormwater inlets. The project will be phased to allow one lane of traffic to remain open during construction on each side of the divided entrance on Yarmouth Point Drive. This MoDOT project is scheduled to be completed by December 1.